CHICAGO DAILY PRESS AND TRIBUNE.

BY PRESS AND TRIBUNE CO. CHICAGO, TUESDAY MORNING, JULY 20, 1858. VOLUME XII. NUMBER 16.

Railroads.

...SUMMER ARRANGEMENT.....1858
via
LINOIS CENTRAL RAILROAD.
Change of Time.
ON AND AFTER MONDAY, MAY 17TH,
trains will leave the Great Central Depot, foot of
uth Water and Lake streets:
Louis and Cairo Express at.....9.30 A. M.
(Sundays excepted.)
Louis and New Orleans Express at.....5.40 P. M.
(Sundays excepted.)
kakee Accommodation at.....4.00 P. M.
(Sundays excepted.)
For Peoria, Decatur, Springfield, Alton, St. Louis, Jef-
rson City, Kansas, St. Joseph, Cairo, Memphis, Vicks-
urg, New Orleans, Galveston, and all points on the Missis-
pi and Mississippi Rivers.
No change of cars between Chicago, St. Louis and Ca-
ro, save at one and one-half hours each, as by any other route
BAGGAGE CHECKED THROUGH.
CONNECTIONS:
At Chicago, with all the Eastern and Northern Lines
At Gilman, with Peoria and Oquawka railroad.
At Effingham, with Terre Haute and Alton railroad.
At junction of the C. C. R. R.
At Tolono, with Great Western (Ill.) Railroad, East to
ansville and Lafayette. West for Decatur, Springfield,
Alton, St. Louis, Jefferson City, Kansas, St. Joseph, Cairo,
Memphis, Vicksburg, New Orleans, Galveston, and all points on the Mississippi and Mississippi Rivers.
At all stations with Terre Haute, Alton and St. Louis Railroad. East for Terre Haute, Vincennes, Evansville and Cincinnati. West for Alton, St. Louis, Jefferson City, Kansas and Nebraska.
At Cairo, with the Cairo and New Orleans Railroad Line
steamers for Memphis, Vicksburg, Natchez, New Orleans,
Charleston, Savannah and Montgomery.
At Cairo, with Ohio and Mississippi Railroad. Road by
Through Tickets, via Illinois Central Railroad.
THROUGH TICKETS
For sale at the Company's Office in the great Central
depot; at the office of the Michigan Central Railroad,
corner Lake and Dearborn streets, and at the office of Fort Wayne and Chicago Railroad office, corner Lake and Clark streets, and at all Railroad and Steamboat offices in the North and East.
J.&E. G. CLARKE, Gen'l Sup't.
W. P. JOHNSON, General Ticket Agent.

VIA MICHIGAN CENTRAL AND GREAT
WESTERN (CANADA) RAILWAY.
STRAINE MAIL AND BOAT LINE CENTRAL
Depot, foot of Lake street, Chicago:
.M.—Mail—For Detroit, Niagara Falls, Buffalo, Rochester, Albany and Boston, via Great Western Railway; arrives at Detroit 4.40 P. M., Niagara Falls 8.30 P. M., Buffalo 9.30 P. M., Albany 6.15 P. M., New York and Boston 9.45 P. M. Through in 36 hours.
.M.—Mail Express—Connects at Detroit for Toledo, Cincinnati and St. Louis. Arrives at Cincinnati at 12 at night.
P. M.—New York and Boston Express—(except Saturday), Arrive at Detroit 5.50 A. M., Niagara Falls 2.30 P. M., Buffalo 4.00 P. M., Albany 10.40 A. M., New York 10.45 A. M., Boston 8.00 P. M.
P. M.—New York and Boston Express—(Sundays excepted), Arrive Detroit 10.05 A. M., Niagara Falls 7.30 P. M., Buffalo 9.00 P. M., Albany 5.40 A. M., New York 4.30 P. M., Boston 3.00 P. M.
P. M.—Cincinnati and Louisville Express—(except Sundays), Arrives at Cincinnati 1 P. M., Louisville 4 P. M.
Only one train on Sundays at 4.00 P. M.
The 9.30 A. M. and 9.30 P. M. trains connect at Port Huron with the Grand Trunk Railway for Portland and Lake Huron Railway for Hamilton, Toronto and Niagara Falls, and at Detroit with the Great Western Railway for all points East, West and South.
Passengers have the advantage of all the eastern markets at no additional charge for transportation.
Passengers for New York and Boston, will have the advantage of a night's rest on the cars, which is equivalent to the time saved by other routes.
Trains leave Michigan Southern Depot as follows:
.M.—Night Express—Arrives at Detroit 4.40 A. M., Niagara Falls, Buffalo 10.30 A. M., Albany 6.30 A. M., New York 10.45 A. M., Boston 8.00 A. M.
.M.—Mail—Connects at Detroit with Great Western Railway for Hamilton, Toronto, Niagara Falls, Buffalo, Albany, New York and Boston.
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PRESS AND TRIBUNE.

TUESDAY MORNING, JULY 20, 1858.

REPUBLICAN NOMINATIONS.

For State Treasurer,
JAMES MILLER,
OF MCLEAN COUNTY.

For Superintendent of Public Instruction,
NEWTON BATEMAN,
OF MCLEAN COUNTY.

Banking in Illinois and Wisconsin.

There is much to regret and much that is indefensible in Illinois and Wisconsin banking; but the exigencies of the times are so great that we must be content to bear with present evils, lest in seeking a remedy, we compel the withdrawal of the meagre money facilities which the West now enjoys. It is certainly time that the banks in this State, and in the neighboring State of Wisconsin, were putting their business upon a legitimate basis; that they were paying specie; that they were compelling those of their number that have no places of business, to wind up and withdraw from the field; but the demand for local accommodations—for a home currency, with which home balances may be liquidated—is so pressing, that it would be an act of egregious folly to apply the law in its utmost stringency to such institutions as do not come fully up to its demands. We have yet hardly begun to recover from the effect of the revulsion of last year. Industry and economy have done much towards paying our indebtedness in the East, and have materially lightened the domestic burdens which most men have carried; but the load is still heavy enough to warrant all classes in conserving, with the most jealous care, what ever promises to lift it off our shoulders at last. The notes issued by the banks of these two States are doubtless well secured. We can imagine the occurrence of nothing which will materially detract from their value as a circulating medium. They lack the easy and ready convertibility of New-York and Boston currency, but their basis is sound and, beyond all question, good. Their use may keep up the rates of bills of exchange drawn upon the Atlantic cities, may diminish the net profits of all who deal in general merchandise, or whatever is brought to us from the East or abroad; but, whatever the loss in these particulars, we must cheerfully pay it for the sake of having and keeping a home currency that will facilitate the wiping out of our heavy domestic debt. Did the country owe nothing to our Western cities, were our people out of debt on account of their purchases of lands, did the farmers have no unpaid accounts with the dea'ers in the villages, we might demand gold if we pleased for whatever we had to sell. But we are not dealing with hypothetical cases. We accept the facts as we find them, and recommend a continuance of that line of policy which will bring to all the greatest and most sudden relief. We well understand that in a few, and we hope exceptionable cases, but little or no real capital is employed in putting banks under our law and the law of Wisconsin, into operation—that their notes are represented by corresponding value in bushels of wheat, which have been sent East to pay for the bonds upon which they are based—that the business amounts to nothing more or less than the dividing of Missouri or Illinois bonds into bank bills of low denominations and putting them into circulation—that they often fill channels in which better paper or gold would flow. But this main fact still exists: this currency is necessary to our local and domestic business; and we have by no means arrived at that point where we can dispense with it and hope to supply its place with anything that has not more than its daagers and disadvantages.

Our friends, then, in the two States, who are urging us to make war upon the currency and currency-makers, will see that we cannot comply with their wishes, without doing violence to what we conceive to be the highest interest of those for whom we labor. We hope that the time is not far distant in which we shall be able, in behalf of the people of the West, to demand a system of banking—one that includes a central point of redemption, prompt payment in specie, and all manner of legitimacy; but as long as business is as much disjointed as at present—as long as the demand for money for home purposes is so general—as long as the people themselves are content to bear with the evils and losses incident to the currency now most used—we must decline to add to existing embarrassments and difficulties, by preaching a crusade, which, if not unavailing in the end, would be full of mischief in its progress. It is a good rule: Let well enough alone!

The London Times and the Slave Trade Again.

The London *Times* seems to have been bought up by a joint stock company of African slave auctioneers and Chinese coolie-mongers. The outcry raised by the late "Gulf outrages" furnished it with a text. With the bland purpose of restoring the amicable relations which have so long existed, etc., etc., it preached several strong discourses against the impropriety of keeping up the Cuban squadron for the suppression of the traffic in Africans. From this the transition was easy to the indiscretion of molesting that branch of commercial productiveness any where. Apparently convinced by its own arguments, it has now become practically the advocate of a revival of the Slave Trade, with the important amendment of including Chinese and Hindoos in the common prey. Of course it does not openly avow a doctrine which would go farther in destroying its influence than all other antagonistic causes combined. Quite likely it would disclaim any such nefarious intention as the immediate reinstatement of the negro traffic among the legitimate sailings of the earth; but when it parades day after day arguments, facts and assumptions for the accomplishment of an immediate inconsequential purpose, (such as the privilege of British captains to transport 500 Coolies to the West Indies in vessels which ought to carry only 400), which would apply equally well to the re-opening of the Slave Trade as it existed at the beginning of this century, we say it is a permissable inference that the latter end is the one had in view. Only duenes or knaves prove double what their causes require. In establishing the grave point we have mentioned, the *Times* fortifies its position by asserting that the Coolies are destitute of honest employment; that the planters in the West Indies are equally destitute of productive labor, and that the plantations are reverting to their original jungle; that the shores of India and the coasts of China are crowded with a congestion of population; that they become pirates and robbers, disturbing the peace of their own, and molesting the commerce of other countries; that if slavery consists in compulsory work, all laborers are consisting very nearly approaching to slaves; and that Lord BROUGHAM and the Bishop of OXFORD (the special opponents of the Slave Trade) go about the town looking through spectacles that have a black man on either glass. This is what we call proving too much. Early in the discussion it was stated that the vessels complained of for carrying 390 laborers had comfortably transported twice the number of British soldiers. Would it not have been well to have dropped the matter there, and waited for the facts?

The Waverly Novels Once More.

Our friends S. C. Griggs & Co., Nos. 39 and 41 Lake street, are determined to give us a surfeit of good things. A few days since they sent us four volumes of the splendid household edition of the works of Sir Walter Scott, and now we find upon our table "St. Ronan's Well" and "Quentin Durward." Knowing that the subscribers to this edition who have leisure to keep up with the issue of the work, will want the volumes as fast as they come out, we duly notify them that the volumes above named are ready for delivery. Several of those who have orders of Waverly in larger volumes are watching this in their libraries on account of the beauty and clearness of the paper and type and the convenience with which the smaller books can be read. Those of our citizens whose libraries do not contain the works of Sir Walter cannot do better than to supply themselves with the Household edition.

Uses of the Compound Blow-Pipe.

The tactics of the Douglasites for the coming campaign are already abundantly disclosed. They consist of three parts, just as the "ism" of the gravedigger in Hamlet had three branches. They are to lie, to deceive and to utter falsehoods. From highest to lowest, from Douglas himself whose only political materials—Squatter Sovereignty and the Dred Scott decision—contradict each other in set terms, down to the scribbler who accompanies his and wives magnificent fibs for the Associated Press, mendacity is the begining and the end, the web and the woof, the substance and the shadow of the whole category. The "Reception" in Chicago went far to demonstrate that all the world's a stage, and not a few, if they had seen the chief actor plodding over the sands from La Porte to Michigan City to wait for a special train which took the strength out of a two hundred dollar check, would have come to the conclusion that it partook largely of the nature of a bunkum. The speech which followed was a re-arrangement of all the political cheats which had become too threadbare for anybody else to get votes with. The accounts of this speech by the Douglas newspapers, were performance in the Douglas like poems heralding the cremation of a new planet, by the scientific gentleman who had the flag in charge had prudently ripped off the letters which formed the name "Buchanan." When the banner was brought out and hoisted up, it was discovered with dismay that the words "and Breckenridge" were still upon it. This would never do. This was an eyesore not to be endured. Quick as wink the leaders ordered down the banner; jerking out their jack knives and in their hearts crying with Lady Macbeth, "out damned spot," they fell upon and demolished "Breckinridge" in a twinkling, leaving only the solitary "&," as a sign of their folly in '56 and their desertion in '58. The Buchanan men in our city became incensed at this summary cutting out process, and in a few minutes boldly and defiantly displayed their banner inscribed with the motto torn from the Douglas flag.

But I am digressing. The demonstration took place, and was, in plain words, a signal failure. Even its friends admitted that it was a tame, spiritless affair. The arrangements had all been excellent—the flags waived gaily—the cannon thundered loudly in the city and on board the trains along the road—the soldiers perspired and the bands played finely—but that was all there was of the "grand reception." Everything was on hand except *the people*, who didn't come. All that it lacked of being a splendid ovation was a crowd of some eight or ten thousand voters. The committee of arrangements have not yet explained why they failed to supply this single essential. They certainly did their part well, and with a view to the people from all parts of the city, until the Representatives' Hall was filled and crowded.

Mr. Lincoln succeeded. He came amid the cheers of his auditors, and made a speech which everybody concurs in pronouncing one of his master efforts. He always makes a good speech, but on this occasion he was particularly clear and forcible in his arguments and happy in his illustrations.

Starting out with a brief allusion to some of the disadvantages under which the Republican party will labor in the coming contest, chief among which was its present unpopularity—the assumption of the State, he proceeded to the consideration of the "Popular Sovereignty" buncombe which Douglas is indulging in, in his speeches, showing the absurdity of his pretending to give the people of a Territory the right to prohibit slavery, while he at the same time supports and defends the Dred Scott decision, which denies them that right—showing that his rant and bluster in favor of the right of each State to establish or abolish slavery, a right which *nobody* ever had denied, and which *nobody* probably ever would deny, was the rankest Abolitionism—and showing up his impudence in claiming for himself all the credit for defeating the Lecompton Constitution, and giving the Republicans, who had five times as much stock as he invested in the partnership, none of it.

Coming down to Douglas' attacks on his speech, or rather on his (Lincoln's) *positions*, as he calls them, he stated that Douglas imputed to him views and principles warranted neither by his language, nor any rules of inference; he had stated once explained this, in his Chicago speech; he hoped the present would be about the last allusion he would have to make to the matter; but he would give Douglas one more opportunity of *knowing* that he comprehended him, and that if Douglas continued so to misrepresent him he did so *wilfully and perversely*.

He put it to Douglas, as a attack on him (Lincoln's) opposition to a decision of the Supreme Court, and arraigned the Little Giant on the same charge. When the Supreme Court declared that the Missouri Compromise line, the whole Democratic party, with President Jackson at its head, had opposed that decision. Ever since Jackson's time the Democratic party had continued to make war on that decision. He had himself, often and over again, heard Judge Douglas denounce that decision. The Cincinnati Platform opposes that decision; and Douglas, in endorsing that platform, *this day makes war on a standing, unreversed decision of the Supreme Court of the United States*. Douglas is for decisions when they suit him, but *against* them when they do not.

Mr. Lincoln went on to state that the principal object of his speech before the Convention in June, had been to show, expose and charge a regular plot, combination and conspiracy on the part of the Southern fire-eaters, the Administration and the Supreme Court, for the purpose of nationalizing the institution of slavery. Senator Douglas, although he admits having read that speech carefully, has not denied the charge. He now took occasion to renew that charge, and also to express his belief that Judge Douglas was not only privy to the plot, but one of the chief conspirators.

But I have not room to describe any further. From the few points given, however, you will see that it was a most thrilling and logical speech. It was full of solid argument, full of caustic criticism, full of pointed illustrations. It must be read to be appreciated. It will certainly make the Little Giant wince when he reads it.

Lincoln occupied about two hours and a half in making it, yet the audience listened with eager interest, and without a single sign of weariness during the whole time. As the speaker made his various points, the hall was made to ring again and again with the applause of his hearers. The meeting adjourned with three vociferous cheers for Lincoln.

Yours, SANGAMON.

Gold Medals to Western Boys.

At the recent annual exhibition of the "Walnut Hill School," at Geneva, N. Y., Chas. D. Sherman, of Chicago, received a gold medal for the best German composition, and Edward E. Cook, of Davenport, Iowa, received a gold medal for the best English composition.

Correspondence of the Press and Tribune.

Douglas and Lincoln at Springfield.

SPRINGFIELD, July 19, 1858.

The long-heralded Douglas demonstration took place in this city on last Saturday. Extraordinary exertions had been made to render it an imposing affair—notice of the Little Giant's coming had been spread far and wide—excursion trains were arranged on the railroads to run at half fare rates east and west, north and south and advertised in flaming handbills. Reception committees were appointed—programmes published—powder purchased and fireworks provided—in short, everything made ready for a grand triumphal entry.

THE DEMONSTRATION.

The day came and the "faithful" early commenced stringing flags across the streets. While engaged in this a noteworthy incident occurred. One of the banners used was an old one which had been saved over from the campaign of 1856, and in that memorable contest emblazoned with the names of "Buchanan and Breckinridge." As this motto, however, no longer suits the Illinois boiters, the gentleman who had the flag in charge had prudently ripped off the letters which formed the name "Buchanan." When the banner was brought out and hoisted up, it was discovered with dismay that the words "and Breckenridge" were still upon it. This would never do. This was an eyesore not to be endured. Quick as wink the leaders ordered down the banner; jerking out their jack knives and in their hearts crying with Lady Macbeth, "out damned spot," they fell upon and demolished "Breckinridge" in a twinkling, leaving only the solitary "&," as a sign of their folly in '56 and their desertion in '58. The Buchanan men in our city became incensed at this summary cutting out process, and in a few minutes boldly and defiantly displayed their banner inscribed with the motto torn from the Douglas flag.

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Yours, SANGAMON.

THE TERRIBLE ACCIDENT ON THE ERIE RAILROAD.

STATEMENTS OF EYEWITNESSES.

THRILLING INCIDENTS.

[From the N. Y. Times, 17th.]

CAUSE OF THE ACCIDENT.

It seems to be conceded by all who are able to form an opinion, that the cause of the disaster was the breaking of the rail. There was sufficient in dication that something was wrong, to attract the attention of those in the first car, although none of them were seriously disturbed except the last two. Those experienced in running trains say, that although the rail had broken when the first car was upon it, the strain from the engine in front and the cars in the rear would have been sufficient to keep it in the line of the road, and that none of the cars would run off until the draft strain had become too great to keep them in a line with the rails. This, they believe, was not the case until the last car struck the broken rail. That then it passed from the track, and in turning down the embankment, the second car was drawn over from the rear, and the coupling breaking, it ran down the slope.

WHERE THE ACCIDENT HAPPENED.

The accident occurred after the train had passed Otisville, about six miles on its way to Port Jervis, which is six miles further on, and about half a mile from Shin Hollow Station, a place where there are only a few shanties, and where it was impossible immediately to obtain assistance. The track at this point forms a straight line with a down grade toward Port Jervis of about thirty-five feet to the mile for thirteen miles. When the accident occurred the alarm rope which passes through all the cars to where the engineer stands had broken, the engineer supposing a portion of the train had parted from him, and fearing that, he being on a down grade, the parted portion of the train would run into it, he stopped immediately, continued running slowly for about three-quarters of a mile, and until he knew that there was no danger from that source. He then ran back, and the passengers who were uninjured hastened to the relief of those who had been less fortunate. The spot is among the worst on the road at which a car could leave the track. On the left side, going from New York, is a high, mountainous and rocky district, along the side of which the road is cut. On the right hand side, and but a few feet from the track, there is a deep embankment of some thirty feet. It was down this embankment the two cars were precipitated.

HOW THEY WERE KILLED.

All of those who were killed, and nearly all of those who were seriously injured, were in the rear car. It is stated that all of the dead are bruised chiefly about the head and neck. It is thought that the last car, in which they were, turned over so suddenly that the passengers were thrown upon their heads. It is also stated that one of the cars turned over twice before it reached the base of the embankment.

STATEMENT OF A PASSENGER IN THE REAR CAR.

Mr. John Beals, a son of the proprietor of the Boston *Post*, was a passenger in the train, bound West on business. He gives the following particulars of the terrible disaster, as he witnessed them himself.

Mr. Beals left Boston on Wednesday afternoon, and departed on the Erie train at Dover P. M. on Thursday. There were six passenger cars besides the baggage car, in the train. The cars were all pretty well filled. Of course, however, the passengers stopped to take supper; he thinks 150 at least took tea. He was struck with the fact that there was an unusual number. The train left Turner's Corners on time, and at Otisville it was about two minutes ahead of time, travelling pretty fast. Mr. Beals was in the further end of the hindmost car, preferring to ride there in order to get a better view of the country as he passed along. He stood up 15 or 20 minutes near the door, which was open, and while passing around the curves he observed that the cars vibrated considerably on the track, and it occurred to him more than once that the kind car was in life to be thrown from the track by getting entangled up the embankment, but this was too much for the strong heart of a man to endure.

Directly in front of the seat which I had occupied sat a refined and delicate young lady, who, I afterwards learned, was on a trip to the Falls. As the helpless but still breathing form of the only injured colored person was brought up the embankment, she went to her side, bathed her head and fanned her brow, and spoke words of encouragement and sympathy to her until her car became insensible. She died in our car soon after we left the scene of the disaster.

The uninjured passengers manifested the utmost readiness to relieve the distressed, and to do everything in their power for their comfort. Little comfort could be afforded them until we reached this place, where the hotels were thrown open, at which the sufferers in the cars were already assembled. All night long they have been devoted to the care of the sufferers, and through their attentions nearly all are now very comfortable, and it is hoped all will recover, through the blessing of a kind Providence.

FRAZER RIVER EXCITEMENT.

Letter from a Miner on the Spot.

California Eclipsed.

From the New York Times.

The source from which we received the following letter enables us to vouch for its authenticity. The writer is evidently excited, however, and much that he states is from hearsay, and must therefore, be taken with some grains of allowance.

WEBSTER, BELLINGHAM BAY, W. T.,
Thursday, June 10, 1858.

FRIEND DEAN: As you will perceive by the caption of this, I am still in this place, and will probably remain two months or more, before going to the mines. It is useless for persons to go up the river, (Frazer's) unless they go to kill time, and consume their provisions in waiting until the river falls. I do not know as the general tenor of the reports (of the mines) in San Francisco; but one thing I will assure you, and that is, that California in its palmiest days could not produce a river equal to Frazer's or Thompson's. But they are, in my estimation, and likewise of most old California miners, not a tithe of what this country will yet produce. The city of gold? gold! gold! everywhere. I have seen myself several men who have come back, and in every instance they have done well. A person of the name of Adams, who was in with us on the Commodore, arrived in this place last night. He reports that he went up in company with some six others, several of whom he knew well. They prospected every bar, and found gold from the mouth up to where they stopped to work a place called Bell's Bar, so named from one of the party. They have been out before 19 o'clock; they had as high as fifty dollars apiece by panning. At the present time they had got from $1,000 upwards each, after paying very high prices for provisions—pork, 75 cents per pound, etc. So you can judge of the richness of the mines. The gold is very fine float gold. Quicksilver is the great article of trade here, and is very high, while the order of things is reversed, as compared to gold digging in California. They had to strip off top dirt in some instances—while here right in the sand, on top—*everywhere*. No digging has been done deeper than a couple of feet as yet. It pays without going to any trouble. This is the first time since the good old days of '49, that an excitement has been got up in which is no humbug. Everybody is satisfied. At this place there are from 1,000 to 1,500 men camping around on the beach, with plenty of provisions, game in abundance on the islands, a mild, beautiful climate, a magnificent bay, with boats and sailing craft dotting its surface; steamers arriving every week, and bringing their living freight to swell the number already here. There is plenty of gold in prospect for all, as soon as the rivers fall. What more does a man desire?

As I write, the steamer Surprise has just arrived, having penetrated as far as Fort Hope. The trail from this place (Whatcom) to a point past 8 o'clock. Instantly he noticed a rumbling sound, which was caused by the grazing of the rear car over the sleepers. His next sensation was a violent swaying of the car he was in from side to side, and was next thrown from his seat, his head striking the arm of the opposite seat; next he experienced a complete somersault, the car having evidently turned once and a-half over, leaving the bottom of the car uppermost towards the perspective. During the descent there was a loud crash of windows and seats, but he noticed no outcries until they landed at the bottom. He found one of his legs grasped by the hands of a man who was beside him, and the child sitting in between broken fragments of a seat, so that he could not move; his right arm alone remained free, and he began to himself up and re-arrange in a comparatively comfortable position for fifteen minutes. All sorts of outcries now rose on the air. Children were crying for mother and father, parents for their children, and every one for friends for each other. No one appeared to be able to extricate himself from his horrible position. There were groans, sighs, having been suddenly extinguished when the cars went over the precipice.

From below under the wreck, the cries of distress from all kinds of voices were heart-rending. The man beneath him appeared to be in great distress. Mr. B. finally, by the aid of a gentleman at the foot of the flight of stairs, who had removed a plank, (the flooring of the car,) extricated himself from the mass of rubbish. He was not personally injured, except by bruises from the blow on his head. He at once commenced with others who were at hand to clear away the fragments of the wreck, in order to extricate those who were pulled out alive. A lady, and with the assistance of another person managed to get her upon the bank, which was very steep. There were a number of dead bodies to and fro, rendering assistance, and he gave them the credit of acting with much coolness and efficiency. He next took from the arms of some person two children belonging to the lady above mentioned, and conveyed them to the mother. They did not cry, and were not seriously hurt. The body of a child was next handed out. The head of one boy, which was instantly killed, probably by being thrown out of the window, was found above the car, which had passed over and crushed it. The heartrending exclamations of poor mother on beholding the mangled remains of her child were heart-rending.

The locomotive was now immediately dispatched to Port Jervis, about six miles distant, for assistance. Meantime the wounded and dead were extricated, and placed, some in the remaining cars, and others on the bank of the ground along the track. Materials were gathered, and bonfires lighted, by which they were enabled to see the devastation which the accident had caused. Fortunately there was a physician among the passengers, who rendered such assistance as he could

Real Estate.

(No. 16, A. R. 1.)

ICK DWELLING ON THE SOUTH
ide. West corner of Silver and Harrison streets, ap
ecantal lines. S. H. KERFOOT, 88 La Salle st.
jy16-s3t-T-F

For Sale Cheap!

T 24X100, ON GWEN STREET, BE
st of the third lot west of Reuben st., at easy cash
ice $150 on Ewing street, near May st., at $30, cash
ce $100 on Canal street, between Maxwell and
ilford streets, at $600, cash.
T $700 on the corner of Polk and Halsted streets
$1,500, on time.
Apply to
S. H. KERFOOT & CO.,
jy16 88 La Salle street.

GOOD PRICE OF PROPERTY FOR
SALE.—No. 203, A. R. 3.—We have a good cash
perty on Division street, a little north of Sedgwick
which we will sell very low and on good time. Also
piece of property containing land enough to make
ur lots, if best front by 150 feet deep. We will
ell these in single lots for $1,500 each, or the whole
r $5,000 to
F. H. KERFOOT & CO.,
No. 88 Lasalle street.

48, A 3 TWO HUNDRED & TWENTY-
dollars will buy a good lot twenty-five feet front,
ep and well set, first deep, situated on the cor
ner and Owen streets. To any person wishing
is lot, we would say that the time has arrived to
Apply to
S. H. KERFOOT & CO.,
No. 88 Lasalle street.

OT FOR SALE AT A GREAT SACRI-
CE.—We have two lots for sale at a great sacrifice,
which is situated on Fulton Place, between Ashland
and Hamlin, and the other between Fulton and
Lake streets. Both of these lots will be sold cheap
if there cannot be a doubt as to the investment
a valuable one, and will be sold for a small
ce. Apply for a map for a
S. H. KERFOOT & CO.,
No. 88 Lasalle street.

OOD LOT FOR SALE ON A. B. L.—
have a splendid lot for sale on Clifton place, near
Lake and Randolph streets, directly opposite the
Methodist Church. The lot is a desirable one, being
by 150 feet deep, and can be purchased on very easy
rms. Apply to S. H. KERFOOT & CO., 88
La Salle street.
s71 jy 17

MECHANICS AND LABORERS.—NOW
is the time. Under 150 feet front on Lake street,
lots on the North side, which we can sell for $50
ch, on easy terms. Nothing like this to buy cheap
for themselves and families we would say that
ere is no time like the present to
S. H. KERFOOT & CO., 88 Lasalle st.
jy16-3t

W YORK STOCK MARKET—DAILY
ported reports of the sale of stocks at the New York
ock Exchange, for sale by
S. H. KERFOOT & CO., 88 Lasalle st.
jy16-3t

PRUSSING & STEINHAEUSER
Y, EXCHANGE & REAL ESTATE BROKERS
.....Clark Street, up stairs.....50
Deposits received and interest allowed thereon.
Money loaned on New York, and all the principal cities
Collections made and remitted at current rates of
change.
Negotiated on Real Estate securities.
Loans paper bought and sold.
Property, farms and lands, sold on commission.
Agent on contracts and rents collected.
Taxes paid in all Western States.
Parties are invited to inspect our choice selection
Lots
ments in this city for the
ISH COMMERCIAL LIFE INSURANCE COMPY
OF LONDON
Capital, $5,000,000.
Office, 1858.....
Fire and Marine Risks Taken. Offices Physicians.....Dr. CHAS. B. DOCK.
ERNST PRUSSING, Notary Public.

AS. COOK—REAL ESTATE, HOUSE-
ting, Mortgage and General Intelligence Agents.
Cook would inform those parties intending to invest
ney in Western lots or lands, that he is now in
s better for more reliable facilities for locating
m. Both Cash or Warrants will be received. Office,
t of the well known and responsible firm of Hess,
ook & Co. Office, No. 5, Fairbank's Block.
ows,) has traversed the whole State and surveyed
most valuable Government contract, so that all
n may safely confide in him. He has also secured
list of all the lands for sale in Iowa in June,
and following months can be secured at this office.
several thousand acres for sale in Illinois and Wis-
nsin. Parties, we would say that the time has arrived
a chance not to be doubt as to the investment
a valuable one, and will be sold for a small
ce. Apply for a map for a
S. H. KERFOOT & CO.,
No. 88 Lasalle street.

Special Notices.

Beware of Impostors.—Caution to Invalids.—Dr.
Radcliffe, Office 714 Broadway, New York; known
the author of a "New Curative Treatment" for the dis-
ses of the Lungs, Heart, Liver, Stomach, Bowels, Kid-
eys, Skin, Nerves, Muscles, Joints, Blood, &c., and for
l Female Complaints, continues his practice with his
ual success. Pamphlets, with testimonials from New York,
ston and other cities, sent free. Dr. R. may be consulted
ersonally or by letter, at his office, 714 Broadway, New York, where
ly himself at his office, 714 Broadway, New York, where
ly himself at his office, 714 Broadway, New York, where
ly himself

COMMERCIAL.

Commercial and Money Matters.

MONDAY EVENING, July 19.

MONEY, EXCHANGE, &C.—Exchange continues scarce and firm at 1¾ per cent. prem. Gold was in active demand to-day at 1¾@1¾ per cent prem. Currency is abundant. Our bankers are discounting liberally to regular customers at the usual rates. Note brokers doing very little at 1¾@2 per cent. per month.

With reference to the "Florence" money which has been afloat in Iowa, the Iowa *State Democrat* of the 17th, has the following:

"We understand it is in contemplation by many of our leading merchants, to call a meeting to take into consideration the propriety of receiving Florence money and Burrows & Freeman's scrip, at what they are worth. They have adopted a similar course at Dubuque and Keokuk, and the local currencies of those two places have been replaced with good funds. It is high time that something of the kind was done here. This community has been cursed with shinplasters too long already. When Dubuque and Keokuk have suffer enough to obtain a good currency, it is a slander upon Davenport to say that she has not."

COMMERCIAL.—Much time was occupied on 'Change to-day in discussing the publication of the grades of grain shipped. A report of the proceedings will be found in another column.

Flour was dull to-day with quite a large number of samples offered. Sales of small lots were made at $2 60 for Superfine; at $3,40@3,75 for Extra. Wheat was quiet but firm, and although the whole amount sold does not much exceed 25,000 bushels, an advance of about one cent per bushel was established. No. 2 sold at 81¾@82c in store; Rejected 82¾@83c—the market closing firm. Corn was active and buoyant, with sales of over 100,000 bushels at 50c for cleaned Canal afloat; 46@47c for common do afloat; 46c for a cargo of No. 1 Railroad f. o. b.; and 45@46c for small lots in store; 44c for a cargo of No. 2 f. o. b.; 40¾@41c for lots in store; 39@39½c for Rejected in store. Owing to the prospect of a small crop of Oats, quite a speculative feeling has arisen, and to-day they advanced from 1¼@2c per bushel—sales having been made at 31½@32c in store. Rye and Barley are unchanged. Highwines quiet but firm at 90c. Wool in good demand at better prices. Hides steady. Lard dull. Tallow quiet but firm at 9@9½c.

Freights are lower. Two vessels were chartered for Corn to Buffalo at 3¼ and 3½c.

LETTERS FROM THE COUNTRY.

WASHINGTON COUNTY, Ill., July 16th, 1858.

Editors Press and Tribune:

Seeing several reports from different counties in our State concerning the present crops, and not seeing any from LaSalle County, I have concluded to send you a few lines on that subject. In traveling through Jackson and Union Counties last week, I took notice of the corn and wheat crops, and was forced to come to the conclusion, as a general thing, is remarkably good. As to the latter, I cannot speak in such glowing terms, although there is a very fair crop, taking the backwardness of the season into consideration. But, notwithstanding all this, the people there are blessed with an abundance of fruit, which is ripening, and they will have it in good shape in large quantities ready for market. So, taking it altogether, we will have enough, and some to spare to those wanting such articles of production as our country affords.

Truly yours, WILLIAM R. CORGAN.

THE CROPS IN IOWA.

From the Des Moines Citizen, 16th.

We are sorry to learn that a good deal of wheat in this portion of the State is badly rusted. It is not general, and that quite serious damage will be done to the crops thereby. A few cool days having intervened since the appearance of the rust may have materially checked the ravages of the destroyer. We still hope to hear of the harvesting of the largest wheat crop ever gathered in Iowa, but dare not promise anything. Indeed, unless the weather in dry from this time until after the grain is cut. An intelligent farmer at our shouter says that not more than half a crop will be harvested.

Of other crops the reports are favorable from all quarters; never more so. Corn has made up for lost time, and is as forward now as it was this time last year.

The midge, it is said, is destroying almost all the wheat in the great wheat region in New York.

From the Oskaloosa Herald, 16th.

The prospects for a fine crop of wheat and oats, which only a few days ago were so promising, have suddenly disappeared. We have heard fearful inquiry of farmers from nearly all sections of this county, and regret to learn that both wheat and oats are well nigh ruined by the rust. The general impression seems to be that there will not be one-fourth of an average crop harvested. A great many fields, we are informed, are totally blasted and will not be touched. We do hope, however, that the fears of the farmers are full as bad as they are, and that the reality will prove to be. We think notwithstanding the unfortunate turn of affairs, we have still ample cause for a panic in agriculture. The grass crop is very abundant. The prospect for corn, though not quite an average, is still hopeful. There are large quantities of wheat, oats and corn in granaries and cribs. A good deal of Hungarian grass is being put in. There is yet plenty of time for preparing ground and sowing buckwheat. Let us hope for the best, even though the worst come.

From the Muscatine Inquirer, 19th.

We hear the very worst tidings about the wheat crop in this country. Many fields are entirely ruined with rust. Thousands of acres will not pay for cutting. Oats, too, are in the same condition. We hope these reports may in many cases prove groundless.

From the Dubuque Herald, 16th.

Reports from the country the past week are less favorable in relation to crops than those previously received. The instances are very rare, where a field of wheat or oats is to be looked for, and even half a crop is seldom expected, while the cases of a total failure are alarmingly numerous.

THE CROPS IN SCHUYLER COUNTY.

From the Schuyler Citizen, 16th.

Wheat.—In respect to our wheat harvest just closed, we may set it down that, take the county throughout, there is but little, if any, over half a crop. Some fields have been cut that have proved entire failures, suffered to stand uncut; and others in every intermediate condition.

Spring Wheat.—This crop may be set down as almost a total failure; the rust and new weather together were too much for it. Fortunately there was not a very heavy crop put in this year.

Oats.—We regret to say that our oat crop is well nigh an entire failure. The rust, rarely, if ever before known to attack oats, has completely taken them this year. From what we hear we judge that a half will be the harvest.

Corn.—Where corn has been well attended to it looks very promising. We notice some fields in tassel, but the largest part of it is quite small yet, scarcely exceeding eighteen inches in height. Unfortunately, harvest time came on just as the corn needed its first plowing, consequently the brush could not be obtained a head ground in many places, and it will require great industry and much hard work to keep them down. A farmer two or three miles east of this place informs us that the chinch bug has made its appearance in the corn. With a favorable season, a good yield of corn may be expected.

Hay.—This crop promises an unprecedentedly large yield.

Potatoes.—So far as we can learn this crop promises a large yield.

THE CROPS IN MINNESOTA.

[From the St. Paul Times, 13th.]

Our exchanges from all parts of the State speak in the most glowing terms of the harvest prospects. Corn looks well, and there is a rustling and golden hue in the broad fields of rye and wheat. Never before, in Minnesota, was the prospect more flattering for good crops, and an abundance of all kinds of grain. A much larger quantity of grain has been planted this year than during any former season. May this good beginning and well.

FLOUR AND GRAIN IN THE STOREHOUSES, JULY 17TH.

Four, bbls.	8,541
Spring Wheat, bus.	1,000
Rye, "	5,411
Barley, "	1,000
Oats, "	450,000
Corn, "	90,000
" bbls.	1,000
Barley, "	3,150
" bus.	2,000

Total, 8,541 bbls flour, 1,5,5,411 bu grain.

SPECIFICATION OF GRAIN SHIPPED JULY 16.

Name of Vessels.	Amount of Grain.
Prop Tonawanda	6,000 bu No 1 corn.
"	7,000 bu No 2 corn.
"	1,000 bu No 3 corn.
Schr Aldebaron	15,000 bu No 1 corn.
Schr Wm. Fiske	4,631 bu No 2 corn.
Schr Drake	10,000 bu No 1 spring wheat.
Schr Mustanggo	14,000 bu corn.
Schr Fisher	3,500 bu No 2 corn.
Schr Thornton	16[illegible] bu No 1 rp wheat.
Propr R. R. Cuyler	25,000 bu No 2 spring wheat.
"	5,000 bu canal wheat.
Schr J. H. Harris	13,000 bu No 1 corn.
Schr Carrington	7,[illegible] bu No 1 corn.
"	5,[illegible] bu No 2 corn.
Schr Aldebaron	10,182 bu No 1 corn.
Schr A. Murray	16,000 bu No 1 corn.
Schr Brooklyn	10,000 bu No 1 spring wheat.
Prop Contwright	4,700 bu 2 corn.
Schr Ethan Allen	11,000 bu No 1 corn.
Brig Banner	11,217 bu No 1 corn.

SHIPMENTS OF BREADSTUFFS AND LIVE STOCK—JULY 19

From Whence Shipped.	Flour. bbls.	Wheat. bu	Corn. bu	Barley. bu	Oats Bu	Rye Bu	Live Hogs No.
Ill. & M. Ca'l	400	10,500	7,114				
Chicago	2,000	1,000	1,000				
Rock I'd	200	1,750	1,000	600		50	
R. & C. R.	200	1,000	1,000	1,000	255	50	100
C. & R. I.	200	2,000	3,000	1,000		50	100
Mich. Cent'l	1,000	1,000	1,000				
Mich. Southern	1,000	1,000	1,000				
Lake							76
Total	4,800	22,250	25,114	12,602	255	100	176

Receipts of Produce at Chicago for the week ending Saturday, July 17th, 1858.

	Flour, bbls.	Wheat, bus.	Corn, bus.	Barley, bus.	Rye, bus.
Total for the week	4,800	22,250	25,114	12,602	255
Previously this year	59,365	1,191,194	1,073,123	81,[illegible]	3,[illegible]
Total	64,165	1,213,444	1,098,237	94,[illegible]	3,[illegible]

SHIPMENTS BY LAKE—JULY 19.

To Buffalo	804	20,400	114,349	
To Ogdensburg	1,000	4,[illegible]		
Total	804	44,700	114,349	
Total for week	4,[illegible]	126,[illegible]	201,[illegible]	75,[illegible]
Total for year	64,[illegible]	1,[illegible]	1,[illegible]	94,[illegible]

4,[illegible]; Corn, bush. 3,997,979; Oats, bush. 822,[illegible]; Barley, bush. 69,[illegible]; Rye, 7,[illegible].

Chicago Wholesale Market.

MONDAY EVENING, July 19.

FREIGHTS—The following vessels were reported to-day:—Schr Queen, corn to Buffalo at 3½c; Schr Peoria, corn to Buffalo at 3½c.

FLOUR—Sales to-day are:—30 bbls "Granite" Extra at $3,75 delivered; 90 bbls "Albion" Extra at $3 40 delivered; 80 bbls "Union" Extra at $3 40 delivered.

WHEAT—Market quiet, with a slight advance. Sales to-day are:—4,0 0 bu No 2 at 80½c in store; 10,000 bu do at 80c in store; 4,000 bu winter Illinois at 82c afloat; 1,000 bu Rejected at 80½c in store; 8,000 bu in lots at 80c in store—closing firm.

CORN—Market active and buoyant. Sales to-day are:—30,000 bu prime cleaned at 50c afloat; 5,000 bu do at 49c afloat; 14,000 bu cleaned at 48½c f. o. b.; 15,000 bu No 1 at 48½ f. o. b.; 5,000 bu do at 48c in store; 8,000 bu do at 47½c in store; 20,000 bu No 2 at 46½c f. o. b.; 5,000 bu do at 46c in store; 5,000 bu do at 45½c in store; 3,000 bu do do f. o. b.; 3,000 bu Rejected at 39c in store; 1,000 bu do at 38½c in store.

OATS—Active and advanced. Sales to-day are: 9,000 bu at the close at 32½@32¾c; 25,000 bu at 32½c in store; 10,000 bu at 32c in store; and 5,000 bu on private terms—closing firm and buoyant.

RYE—Is not as in demand at 49@53c in store.

BARLEY—300 bu No. 2 at 53c in store; 300 bu No. 1 at 58c in store.

HIGHWINES—Firm at 19½@20c.

ALCOHOL—Quiet for 95 per cent.

MESS PORK—Nominal at $14,50@15,00 for country to city packed.

CUT MEATS—Sound Meats in good demand at 6¾@ 6¾c; unsound from 4¾@5¾c for Shoulders, and 6½@7½c for Hams.

LARD—Dull and nominal at 9½c.

RTALLO 4—3,500 lbs country at 5½c.

GREASE—2,000 lbs common at 2½c.

HIDES—Green salted, 7½@c. 1,300 lbs dry flint sold at 14½c.

PELTS—Shore, 10 @15c.

WOOL—Firm and in good demand. Sales to-day are 1,200 lbs full blood washed at 34@35c; 1,300 lbs three-fourths blood (washed) at 32½c.

BUTTER—Good State is demand at 11½@12½c; common do dull at 9@9½.

EGGS—Really fresh in demand at 6½c.

POULTRY—Young chickens 10@15c; old do 18@20c.

POTATOES—Scarce 30c according to quality.

SUGARS—Raw 7@8½c; clarified, 9@11c.

MOLASSES—Rebolled, 26@28c; N. Y. syrups, 45@50c.

COFFEE—Rio, 11½@12½c; Mocha, 20@21c.

Chicago Daily Live Stock Market.

MONDAY EVENING, July 19.

The receipts at Sherman's yards since Saturday were 9 cars Cattle, 8 cars Hogs and 1 car Sheep. Shipped by M. C. R. R. 36 cars Cattle and Hogs.

CATTLE—Shippers have been in the market yesterday and to-day, buying ord.inary Cattle at $2 25@3,30 p 100 lbs. Extra prime Cattle scarce and in demand by city butchers at $3 50. Left over, about 2 cars poor stock.

HOGS—Are in good demand, but prices a shade lower. Sales yesterday and to-day were made at $4@4 12 p 100 lbs.

SALES JULY 18 AND 19.

Seller.	Buyer.	No.	Av.	Price p 100 lbs.
Van Metre	Barcial	15	Cattle 1134 lbs	$3,25
Thayer	Clark	10	" 1[illegible]	2,60
Thayer	Clark	12	" 960	2,60
Thayer	Curtis	9	" 1[illegible]	3,30
Sherman	Hubbard	6	" 1[illegible]	3,75
Sherman	Hyman	3	" 1[illegible]	3,00
Sherman	Hyman	3	" 1[illegible]	3,00
Sherman	Fitzberry	12	" 943	3,[illegible]6
Reeves	Purcell, Chicago	15	" 1[illegible]	3,25
Reeves	Rees	15	" 882	3,25
Reeves	Chambers	15	" 1[illegible]	4,10
Reeves	Weaver	18	" 1291	3,30
Hilary	Hogs	100	Hogs	4,10
Hilary	Bor	57	" 1[illegible]	4,10
Allen	Bor	57	" 1[illegible]	4,10
Allen	Lewis	130	Sheep at $1,50 P head.	

New York Market.

BY TELEGRAPH.] NEW YORK, July 19.

FLOUR—Market better demand both for export and home consumption. The private letters per the Canada have more favor b'e. Sales 14,000 bbls at $3,80@3,85 for super State; $4@3 10 for extra State; $3,80@3,85 for superfine Western; $4@4,10 for common to medium extra Western; $4,05@4,75 for shipping brands extra round hoop Ohio—a fair inquiry for fine brands. Canadian Flour very active and firm. Small sales at $4,20@5,25 for common to choice extra. Southern Flour in fair demand and prices firmly sustained. Sales of 1,000 bbls at $4,20@5,25 for common to choice extra.

GRAIN—Wheat rather better with an improved export demand. Sales of 20,000 bus at 98@99c for white Genesee and 87c for small sales at $4,30@4,35 for common to choice extra Western. Corn 1@2c better with a fair export demand. Sales of 40,000 bus at 57@58c for sound Mixed; 61@62c for white Southern. The private accounts by the Canada are of more cheerful tone. Sales of 30,000 bus at 57@58c for steadily mixed; 59@60c for sound Mixed; 61@62c for white Southern. Oats dull and heavy. Sales 5,000 bus at 31@32c for Canada West; 30@31c for Jersey; 32@33c for State and Western.

PROVISIONS—Pork dull and heavy. Sales 700 bbls, at $13 99@14 for mess, $13 75@13,87 for prime, and $18,75@19 for clear and prime mess. Beef dull and heavy. Sales 200 bbls at $5 75@6 for country mess, $7@8 for city mess and $7@8 50 for extra mess. Prime Mess Beef dull and heavy. Sales 150 bbls at $12@13 for extra. Lard steady; sales 1,000 bbls at 10½@10¾c for prime. Cut Meats firmer and active; sales 500 bbls at 9½@9¾c for hams; and 6½@7c for shoulders. Bacon dull and heavy. Sales 200 bbls at 9½c. Lard firm; sales 50 bbls at 11½@11¾c. Rice dull and heavy. Sales 100 tierces at 4½@5c. Cheese dull at 9@9½c.

WHISKEY—Sales at 21 Barrel, 2d 7s 6d; N Y Cen 6s 8½d; LaCrosse grade 1 3s, Pacific Mail 85¾; Mil & Miss 85¾; Michigan Cen 85¾; Illinois Cen 85¾; Reading 85¾; Galena 85¾; Rock Island 85¾; Fort Wayne 85¾; Erie 85¾; Cleveland & Pittsburg 85¾; Cleveland & Toledo 85¾; Michigan Southern 85¾; Canton 85¾; Cumberland Coal 85¾; Harlem 11¾; Hudson River 85¾; preferred 85¾; Cleveland & Toledo 85¾; Clev & Tol 85¾; Ohio & Miss 85¾.

Buffalo Market.

BY TELEGRAPH.] BUFFALO, July 19.

Very little doing in Flour to-day and no change to quote. Lots of wheat offered 2c lower and nothing to be had at $1 40@1 45 for white; $1 35 for choice super; $1 27 for No 1 spring; $1 25 for No 2 spring.

CORN—Wheat is extremely dull and nominally 2c lower. Sales of 5,000 bus at 50c for mixed Western; 52c for white Western; 53c for yellow Western. Barley is in good demand and prices firmly sustained. Sales 10,000 bus at 70@72c for common to prime; 75@80c for choice to fancy State. Oats are in good demand at 32½@33c for mixed Western; 34@35c for white Western. Rye is in good demand at 70@72c for Canada West.

CANAL FREIGHTS—Are unchanged. Wheat to New York 6c; Corn 5½c; Flour 25c.

RECEIPTS—For the past 24 hours: Flour, 4,000 bbls; Wheat, 5,000 bus; Corn, 10,000 bus; Barley, 5,000 bus.

CANAL EXPORTS for same time: Flour, 12,018 bbls; flour, 52,150 bus; wheat 66,000 bus corn, 32,750 bus oats.

Receipts of Produce by R. R., July 19.

[Reported specially for the DAILY PRESS & TRIBUNE.]

By Chicago and Rock Island R. R.—Morning train—J H Hosmer 34 sks flour 40 do bran. Orton & Mack 75 bbls flour 40 do bran. Hubbard & Co 125 sks wheat. Hubbard & Co 125 sks wheat. J Walker 75 do. J M Sasseen 80 sks oats. S Jenkins 125 do do. Hubbard & Co 125 do do. Hubbard & Co 125 do do. Hubbard & Co